

Aviation News

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CAA To Get \$63,450,000 In '47

House Appropriations Committee slashes \$10,917,000 from amount recommended by Budget Bureau.....Page 7

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Aero Procurement Bill Readied

Final draft before Undersecretary of War for approval; introduction of general measure expected soon.....Page 9

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NAA Will Reorient Its Program

New policy to stress community air activities; *National Aeronautics* to be superseded by new magazine....Page 11

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New Bush Freighter Due for Test

7-8-place *Husky*, built by Fairchild of Canada, is based on questionnaire circulated among operators.....Page 15

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Dividend Pattern Is Uncertain

Industry's working capital balances can support some payments, however; C-W, Boeing moves typical....Page 20

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Non-Scheduled Parley On Today

Institute of Air Transportation session in New York expected to draw nearly 100 line representatives.....Page 24

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Changes in CAR Part 03 Possible

Conference of CAA officials and AIA committee will provide first group discussion of new regulations.....Page 31

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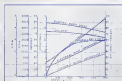
Brewster Would Cut CAB Power

Announces he will introduce measure to restrict its international jurisdiction by redefining 1938 Act...Page 36



New TACA President: Julius C. Holmes, former Assistant Secretary of State and earlier an adviser to Gen. Eisenhower, takes office today as new president of TACA Airways, Central and South American airline, of which he also is a director. Widely experienced in South America, Holmes has resigned as vice-president of TWA, a large stockholder in TACA. He was secretary of the American delegation to the Pan American Commercial Conference in Buenos Aires in 1935 and in 1941 was president of a South American subsidiary of General Mills, Inc. He was consultant to the U. S. delegation to the Bermuda aviation conference. Holmes succeeds Lowell Yerex, who resigned as TACA president in December.

For Greater Safety VICKERS AIRCRAFT MOTORPUMPS



Curves are for Model AA-10000 Motorpump using standard AA standard type hydraulic fluid.

Greater Safety... the first requirement of the airlines... is the principal reason for using Vickers Motorpumps which consist of a constant displacement piston type hydraulic pump driven by an electric motor. With the high pressure oil values now required in hydraulic systems, a hand pump is frequently inadequate. By simply throwing a switch, the Vickers Motorpump becomes an emergency source of hydraulic pressure in most of failure of the main pressure system. The pilot is then able to give undivided attention to flight maneuvers under emergency conditions. Vickers Motorpumps are available in various sizes for maximum recommended operating pressure up to 3000 psi.

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HYDRAULIC EQUIPMENT SINCE 1921

Model AA-10000 Motorpump for maximum recommended operating pressure of 1000 psi.



Model B-6000 Motorpump for maximum recommended operating pressure of 2000 psi.



Model G-3000-2 Motorpump for maximum operating pressure of 3000 psi.

THE AVIATION NEWS

Washington Observer



NAZI QUESTIONING—The forthcoming release of the report on Allied investigation of Nazi Production Minister Albert Speer is expected to be extensively well received by industry. Despite being a Nazi and a notorious industrialist, Speer revealed that he had boosted German production—in the face of increasingly severe air attacks—by giving German industry to hand and processing it from bureaucratic interference.

NORTH PACIFIC CASE—North Pacific air routes to China, Japan and the Far East will be in the news again soon with the CAB's decision on North Pacific applications expected within two weeks. The case has assumed added interest with the recent announcement that Pan American had been awarded the UNRRA contract for air shipments to China.

GI FLIGHT TRAINING—Details of policy regarding flight training contract of instruction under the GI Bill of Rights probably will go to Veterans Administration regional offices some time this week in a new pamphlet which VA has just completed but not yet released.

STATE DEPARTMENT AVIATION—State Department's Aviation Division, directed by Stanley Morgan, is slated for dissolution in a department reorganization, expected shortly. Col. George Baker, former CAB member recently discharged from the AAF, actually has been chief aviation executive in the department for several months with the title of director of Transportation and Communications Policy. This post is expected to remain. Like the proposed new civil air service group announced in last week's Aviation News, the aviation division is expected to be replaced by personnel assigned to aviation duties in each of the State Department's four major offices—American Republics, European Affairs, Near East and African Affairs, and Far Eastern Affairs.

FOREIGN SALES—Foreign Liquidation Commission report out soon will show that the FLC broke all records for overseas sales of aircraft and equipment during the two weeks ending March 15. Total sales, some \$1,000,000 from pending deals and including sales at the Miami Export

Sales center, amounted to \$12,000,000—more than the total in that time from VE-day.

UNITED DEFENSE MEASURE—Senate Military Affairs committee will begin action this week on a bill providing for a single Department of Common Defense. The measure, introduced by Senator Thomas (D., Utah), provides for a policy-making Secretary and Under Secretary and Secretaries for the three components, Army, Navy and Air. Under the Secretary of Common Defense would be four Assistant Secretaries to handle matters common to the interests of all three such as scientific research and development, intelligence procurement of military supplies, logistics, industrial mobilization, medical care and hospitalization and education and training activities. The bill provides for a Council of Common Defense to effect liaison between the military and foreign affairs officials, composed of the Secretary of Common Defense, Secretary of State and Secretary of the National Security Resources Board. The Joint Chiefs of Staff would be retained.

CAA GROUP BEING MOVED—CAA's technical development group for aircraft, engines and radio is moving to Indianapolis where its engineering, shop and testing facilities already are located and a newly conceived business service division also will be established.



'COPTER CROSSES THE BORDER

What started out as a fuel consumption test of Bell's new commercially-designed helicopter ended up as an international flight recently. The ship, flown by Bell's chief helicopter test pilot, Floyd B. Carlson, Jr., was landed at the customs barrier on the Rainbow Bridge, crossing the Niagara River at Niagara Falls, N. Y., where Carlson and D. G. Farwell, Bell helicopter division manager, were processed for entry. The flight had been intended as a routine one, but the border crossing was delayed so when it was resumed that the aircraft's new license gave it the right to make international flights.



WORLD'S First TURBO-JET COMMERCIAL AIRLINER

... by Martin!

To its long record of achievement in aviation, The Glenn L. Martin Company now adds the world's first commercial aircraft powered with both gas turbine and jet propulsion. Being built for United Air Lines this new plane is a super-carrying version of the Martin 303 airliner with its pressurized cabin for high-altitude flying. Use of the new General Electric TG-100 gas turbine jet engines will give speeds approaching 400 m.p.h.—while the use of kerosene as a fuel, instead of high-octane gasoline, will materially reduce operating costs. When this plane enters service next year, coast-to-coast flying time, including two stops, will be cut to 5 hours. And after thorough testing as a cargo carrier, this plane will make its high speed and efficiency available to airline passengers.

In the words of a United Air Lines spokesman, this new Martin development represents "The biggest step forward in aviation since the all-steel airplane." The Glenn L. Martin Company, Baltimore 3, Md.

Martin

AIRCRAFT

Builder of the world's largest transport plane

Airlines equipping with Martin passenger or cargo planes.

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*Based on data to date of flying record only

House Committee Recommends \$63,450,000 for CAA in 1947

Cuts allocation \$10,947,000 under Budget Bureau estimate, making total nearly \$51,000,000 below amount originally sought by agency; greatest slash is in air navigation facilities program.

Slashing \$10,947,000 off the Budget Bureau estimate, the House Appropriations Committee last week recommended a 1947 fiscal year appropriation of \$63,450,000 for the Civil Aeronautics Administration, in reporting to the Commerce Department appropriation for the coming year. The Budget Bureau had approved \$74,397,000 for the CAA, or approximately \$10,947,000 less than requested by the Administration.

The House committee granted a \$2,353,000 allocation for the Civil Aeronautics Board, or \$169,000 less than proposed by the Budget Bureau.

The biggest CAA cut was in funds for the air navigation facilities program.

Allocations Outlined—Other allocations were:

For general administration, \$4,060,000 or \$145,000 below the Budget estimate.

For establishment of air navigation facilities, \$15,000,000, or \$5,349,000 less than the Budget estimate.

For maintenance and operation of air navigation facilities, \$18,530,000 or \$4,814,000 less than the Budget estimate.

For technical development, \$730,000, a \$450,000 reduction from the Budget estimate.

For safety regulation, \$5,393,000, or \$19,000 less than the Budget estimate.

For airport advisory service, \$150,000, or \$89,000 below the Budget estimate.

For maintenance and operation of aircraft, \$1,500,000, a reduction of \$330,000 from the Budget estimate. For Washington National Airport, \$750,000, or \$6,000 below the Budget proposal.

CAA Charges Urged—The CAA cutbacks were effected following hearings during which Committee

members made pointed suggestions to CAA officials that the Administration should start imposing charges for its services, reimbursing the Treasury, before expecting increased allocations at a time when the Federal government is heavily indebted.

CAA's appropriation last year was \$8,508,830, substantially below the 1947 fiscal year Budget proposal, and only \$27,943,722 (exclusive of civilian pilot training funds) during the pre-war year, 1941.

Parties Pledged—Assistant Secretary of Commerce William A. M. Rarden and CAA Administrator T. P. Wright promised the Committee that CAA will (1) start imposing charges for passage of airmen certificates and for certain other services such as air agency and aircraft airworthiness certificates and the recordation of nonexcesses involving aircraft during the latter part of this year and (2) would work out

Repair Plan OK'd

The House Appropriations Committee budget recommendation for the Civil Aeronautics Administration included a \$1,500,000 item for repair and maintenance of its aircraft, a \$353,000 cut from the Budget Bureau estimate.

The cutback in funds was not expected to actually curtail repairs attempted in keeping the government out of the aircraft repair business, however. The \$1,500,000 will enable the CAA to set up one major repair base at Oklahoma City for complete servicing of planes with the exception of fuselage major overhauls, and retain five smaller repair stations at Washington, Kansas City, Los Angeles, Houston and Anchorage. **Program Justified**—The House committee, in justifying the CAA program, mentioned that even CAA's estimated a five-year supply of parts for its planes from the Army and Navy without cost, "the best insurance of the increasing public will be served" by CAA performing its own repair work. The committee and the CAA repair program should be expedited, however when the CAA has secured its planes "have served out their usefulness."



BOEING XB-44 SUPERFORTRESS

First flight picture of the new high-performance Boeing XB-44 Superfortress, prototype of the forthcoming B-44 now in the first flight plan. One of P&W 24-cylinder Wasp Major engines gives the XB-44's power up from 5,000 hp. in the B-28 to more than 12,000, and jet exhaust motors further add to the craft's speed. No performance figures have been announced yet.



Purchase Approved. Air view of the government-owned plant at Wood-Ridge, N.J., where Wright Aircraft will build more than 18,000 Cyclone 18 engines during the war. War Assets Administration has approved its purchase by the company which intends to manufacture engine manufacture there.

Wood-Ridge Plant Purchase By Wright Acro Approved

Proposal of Wright Aircraft to purchase the Wood-Ridge, N.J., plant in which it built more than 18,000 Cyclone 18 aircraft engines for Boeing B-29's has been approved by the War Assets Administration. Price was unspecified.

G. W. Vaughn, president of Curtiss-Wright and Wright Aircraft, said the purchase would allow the engine division to bring all of its departments together for more efficient operation. In the 18-acre plant the company will consolidate manufacturing and office facilities which formerly were located in buildings scattered throughout the Princeton area.

Facilities to Be Built. Aluminum and magnesium foundry facilities which were not included in the plant when it operated as a separate unit of the company will be constructed within the plant area. There are more than 1,000,000 sq ft. of floor space in the present manufacturing, assembly and test area.

Dr. Moss, GE Engineer, Is Awarded Poets Medal

The Poets Medal of the Franklin Institute has been awarded to Dr. Sanford A. Moss, consulting engineer for the General Electric Co., "in consideration of the extreme value of his work in making a turbo-supercharger a successful and reliable part of an internal combustion engine."

The Howard N. Poets Medal was established in 1902 and is awarded for distinguished work in science or the arts, important de-

Scandinavian Pool To Fly Atlantic

Negotiations are proceeding ahead for the formation of Scandinavian Airlines to operate on a pool basis the trans-Atlantic services of airlines of Norway, Sweden and Denmark.

Carl Bernt Halvorsen, a managing director of the Norwegian Airlines (DNL), disclosed at a press conference recently in New York that this pool planned eventually to provide daily service across the Atlantic, stopping at all three Scandinavian capitals. In strictly European service, however, the lines of the three countries would be competitors.

For the pool, which Halvorsen described as the "first 100 percent complete cooperation" among airlines, a twinning scheme is to be set up in Stockholm where Sweden, Norway and Norwegian would receive the same treatment. This would conform to CAA regulations.

"The pool would be made up of DNL (Det Norske Luftfartsselskap), DGL (Det Danske Luftfartsselskap), and SLLA (the Swedish airline, it is understood).

DNL itself is a new company formed by the founders of the present DNL. It provides company owned by several shipping companies, 12 other shipping companies, and subsidiaries which include banking, insurance and mercantile companies, the government and the public. It is to be an organized and operating before the end of this month.

For its part in trans-Atlantic operation, DNL is offering delivery of two 44-horsepower Daimler-Benz 12-cylinder engines, 14 liters to use DC-3's, converted C-47's and 11 Junkers JU-52 airplanes which were taken over from the Germans and will be used in internal Norwegian service.

Surplus Display Set

Typical examples of surplus aeronautical property available for educational purposes will be shown to school representatives from 12 northeastern states during a three-day exhibition beginning April 14 at Newark, N. J., by the War Assets Administration. Procedures for purchase will be explained and schools may place orders. Those interested in attending should write Educational Aircraft Display Division, Office of Aeronautics, War Assets Administration, Washington.

vestment of previous basic discoveries, inventions or products of superior excellence or unusual importance. Winner last year was Edwin A. Link, inventor of the Link trainer.

12 Personal Plane Firms Order GE Two-Way Radios

Twelve personal plane manufacturers have placed orders for two way radios with General Electric Co., which is manufacturing the sets at the rate of 600 per month.

The set previously described in Aviation News, weighs 15 lb. and can be lowered or retracted in an instrument panel of a plane in 10 seconds. Transmitter and receiver are in the same unit, which is about the size of a small loaf of bread. A separate power supply completes the set. The conventional trailing wire antenna has been discarded in favor of a fixed wire antenna.

Oklahoma Paper Uses Planes

The Oklahoma City Times is the latest newspaper to advise changed aircraft for delivery. It has agreed a three-month experimental contract to transport papers to McAlester, Okla., 127 miles distant. Times moving in three hours after meals. The service will be extended as successful.

Elec Gets Magazines

LONDON (McGraw-Hill World News)—The Miles Aircraft Co. has just completed delivery of 12 Magister training planes to the Elec Air Arm Corps, according to a company announcement. The Portuguese government has ordered 13 planes of the same type.

NAA Will Revamp its Policy, Stress Community Air Activities

Reorientation program, aimed at serving local chapters better, involves dropping of National Aeronautics and publication of new magazine titled Flight Plan.

An intensification of its activities in the field of community aviation planning was revealed last week by the National Aeronautics Association in announcing that its official magazine, National Aeronautics, would undergo a complete revision of editorial content and format and be issued under a new name.

Behind this and other moves contemplated by NAA is the changed status of aviation activities over the end of the war. A statement by Manager Lowell H. Swenson explained that the restriction of aviation aviation during the war brought about a concentration by NAA on national and international policy developments. Now, with local aviation activity increasing, the Association feels a need to act as a coordinator of that activity and as a liaison agency between the several hundred NAA chapters.

Details of New Plan.—The new magazine, titled Flight Plan, will feature information of immediate practical value to local organizations and municipalities and relate some history experiences of NAA chapters.

To further the aim of serving

local aviation activity to an extent even greater than in the past, NAA will bring one of its regional divisions into national headquarters in Washington to head up the house. In other immediate staff changes, Jack A. Galt, assistant manager, and S. Ralph Cohen, editor of National Aeronautics, are changing.

Reprints Sharp Change.—This change in function of NAA is a sharp break with the Association's past during which it has been an organization which, while based on local chapters, has been more concerned as the national level. In its new status, it will continue as the U. S. representative of the Fédération Aéronautique Internationale, the world governing body of private and sporting aviation, but its activities on a national and international level are expected to diminish very sharply.

A. Ogden Pierrot Quits State Department Post

A. Ogden Pierrot has resigned from the State Department to Civil Air Warfare in Portugal and Spain and it is expected he will become an expert sales manager for Consolidated Value Aircraft Corp., with office in Washington.

Pierrot was a commercial attaché for the Commerce Department in South America before the war, and Washington representative for McDonnell Aircraft Corp. before joining the State Department.

CAA Offers to Help Check GI Schools

Administrative T. F. Wright last week offered state governors the cooperation of CAA in insuring minimum safety standards for flight schools which provide training for veterans under the GI Bill of Rights.

In effect, Wright invited the governors to adopt the CAA minimum standards as the basis for governing state approval of flight schools must move before they can obtain veteran's training contracts. A number of states already have adopted the basis for approval.

Pledges Quick Action.—This administrative will do everything possible to secure prompt application in

Advice to Veterans

A reliable viewpoint of aviation training for veterans was offered last week by Civil Aeronautics Administrator T. F. Wright who said:

"CAA's only interest is to foster the sound development of civil aviation. Naturally we want to see thousands of persons learn to fly as they undoubtedly will under the recent amendments to the GI Bill of Rights. We want these newcomers to become boosters for aviation, however, not dissatisfied critics."

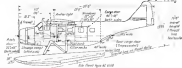
"This is our advice to veterans: If you want to fly in a hobby get the advice and best training you can get. It is reasonable. If you want to earn your living in aviation check your educational opportunities carefully before you start flight training of a vocational type which may cost a large part of an estate more than you can take advantage under the GI Bill of Rights."

New Attack Plane

One of the war's last-kept secrets, the Consolidated Value KA-41, single-engine day-strike attack plane, first flown in January, 1944, has just been announced, although some details will be lacking.

Production of the plane was authorized by the development of the XP-41 low-altitude jet-propelled fighter.

Portmanteau Well.—The KA-41, now owned by the AAF, has been assigned to Pratt & Whitney for testing new engine installation, showed promising performance within a weight of 800 miles. It carried four 32 mm cannon, four .50 caliber machine guns and had a bomb capacity of 1,500 lb. The record was set of 303 mph and the plane had a service ceiling of 23,300 feet.



New Bush Propulsion: Details of the new T-4-engine Husky which will be first flown next week by Fairchild Aircraft of Canada are shown in this design drawing. (Story on Page 11)

order to facilitate early certification of additional schools," Wright's letter said.

He pointed out that CAA has no power to require a school to comply with its standards and that there are "many well-managed schools which do not hold CAA certificates as approved schools. The majority of non-approved schools, however, do not comply with CAA minimum standards, he said.

Urges Ground Instruction—The letter urged that extensive studying for a private pilot license be concentrated to take ground school training as well as flight instruction. He stressed that "hundreds of trained and experienced pilots coming out of the military services," chosen for the program just now beginning flight training for a commercial pilot's career are not light



'Smoker' Material—A favorite of the crowds at New York's first postwar aviation show was Republic's amphibious Seabee, interior of which is shown here. The all-metal craft is built with accommodations for four passengers and baggage. Republic's President Alfred Werhane announced an insurance program available for this year of 1,680 personal planes, with deliveries to begin in May.

number of manufacturers' representatives were on hand to assist in demonstrating their planes.

Four Lightplanes on Display—Ten different personal planes were on exhibit as well as Top and Grumman craft, a North American P-51 Mustang and a jet-propelled Lockheed P-80 Shooting Star which took with Republic's amphibious Seabee for attention.

The private planes ranged in price from slightly more than \$1,000 to around \$3,800, included Piper Cub, Beechcraft, Atwood, Taylorcraft and Luscombe as well as the Duke Surf, Johnson Rebel, Skyrenger and Cessna's new amphibious Transmer.

International Air Tour

Forty-five airplanes will leave Phoenix, Ariz., April 28 carrying 138 tourists and professional pilots on a 10-day tour to several international goodwill tours, representing the Phoenix Chapter of Consumers.

The party will visit Tucson, Douglas, Dulles and Nogales in Southern Arizona; and Nogales and Sonora in Mexico. An international dinner at Nogales, Mexico, to which the President of Mexico, the Governor of Sonora, and other state officials have been invited, will close the tour.

Proximity Used Autos—In previous years similar tours have been made. This year, but planes were chosen this year to enable the group to spend more time at each place visited. Little is it planned to make a low-altitude flying tour to the northern part of the state.

Overseas Radio Aids To Be Maintained

A total of 305 air navigation facilities installed in 46 countries by our military forces will be kept in operation for the benefit of U.S. international air commerce.

Civil Aeronautics Administrator T. P. Wright, said the constant effort would be the Commerce Department authority for such action puts it in person "to take action on a problem that has been bothering everyone concerned with the maintenance for civil aviation use of the U.S.-contracted air navigation facilities that played such a vital role in establishing our world leadership in military aviation."

How Born Is Use—He said the War and Navy Departments have been operating in people outside the United States approximately 600 radio ranges, services non-radio stations and similar facilities essential to safe air navigation. As the armed forces demobilized the U.S. was faced with the possibility that many of these installations, so necessary to safe civil operations as routes flown by American air services, would be dismantled or abandoned.

The Air Coordinating Committee, anticipating this problem, directed a subcommittee headed by CAA Deputy Administrator Charles I.

Stanton to survey all such facilities and recommend a program to preserve those necessary to civil aviation.

SAE Found Vital—The committee found that 226 of the military installations are necessary to international air service and 96 of them would be sustained by military agencies in connection with navigation and similar duties. It recommended that the Commerce Department be empowered to make necessary arrangements for continued operation of the facilities.

Wright emphasized that the authority given the Commerce Department did not cover landing fields built by U.S. forces but applied only to air navigation facilities, including navigational communication and meteorological facilities.

Many Wartime Developments Detailed at SAE Aero Meeting

Wide range of technical subjects covered in papers presented at New York session point way to future progress, nationally-known aircraft engineers and executives attend.

Revelation of wartime development progress, valuable design data and original ideas in widely diversified phases of aviation engineering which point the way to further progress in the future, was the main theme of the annual Aeronautical Meeting of the Society of Automotive Engineers at New York City.

Papers presented ranged from notes on the design of transport airplanes to the latest developments in jet engines. Nationally-known engineers and aircraft executives attended the three-day session.

Papers Outlined—Papers delivered included the following topics:

Design Research—Four important papers which may have far-reaching effect on future aircraft and engine design, were presented by outstanding research engineers. H. A. Rode, NACA, reviewed some of the problems associated with supersonic flight in his paper "Stability Problems with Swept Wings" making a plea that, although high-speed flight will require swept wings, their form creates problems of stability and control not heretofore encountered.

Als, assistant, J. R. Spritzer and P. J. Hefner, outlined the effect of Mach and Reynolds Numbers on the maximum lift coefficient at a wing and made clear the complexity of supersonic flight problems.

Reynolds Number, also at NACA, revealed that fuel savings as high as 40 percent and power increases as high as 30 percent have been achieved through wartime research in aircraft engine exhaust gas after-treatment and the results of a noncombustible blowdown and steady flow turbine compound engine (AVIATION NEWS Nov. 18, 1945).

P. D. Heron, Edgely Corp., exposed

new problems in his paper on "Fuel Economy and Engine Economy in Aircraft Engines."

Magnesium—That magnesium aircraft materials have greatly advanced the state of the art and that jettable qualities have been virtually eliminated was made clear in papers by J. C. Matka, Dow Chemical Co., and E. Heisterberg, University of Michigan, on "Strength of Design and Test Experience with Magnesium Magnesium Wires" and J. C. DeLoria, Battelle Memorial Institute on "Development of Magnesium Alloys as Aircraft Materials."

Private Plans—The private plane and its manifold personal problems were thoroughly discussed in a series of four papers on various phases of the private plane, by J. L. Ryce, McCulloch Aviation Co., spoke on the development of two-cycle engines for AAF radio-controlled target planes and its associates, J. P. Daniels and V. J. Jandaniak, reported the results of an investigation of opposed-piston light aircraft engines.

C. T. Dunham, Aircraft Industries, outlined fuel and lubricant problems of personal aircraft. P. J. Hefner, outlined the effect of Mach and Reynolds Numbers on the maximum lift coefficient at a wing and made clear the complexity of supersonic flight problems.

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reel measurement of strain were outlined by E. G. Anderson, Aluminum Co. of America and J. P. Hefner, and W. H. Blair, both of Wright Aeronautical Corp., who presented results of investigation in the testing of highly loaded sleeve bearings in special rigs they have designed.

Plane Interiors—Walter Proctor, Eastern Air Lines, in "Planning of Cabin Interiors for Trans-continental Aircraft" offered his findings that comfort, convenience, speed and economical costs are almost directly controlled by the layout of the airplane interior.

Three—H. D. Baum, Goodyear Tire & Rubber Co., revealed that the crisis of land rating in tire weight had been improved 30 percent during the war in his paper "Pneumatic Tires for Modern Airplanes." He stated that the more important than the land rating in volume of aircraft tires had been improved 70 percent.

AVIATION CALENDAR

- April 28—1945 New York Southwestern Aircraft Show at Madison Square Garden, New York City.
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PERSONNEL

R. W. Darrow Appointed Martin Publicity Head

Richard W. Darrow (photo) has been appointed director of public relations for The Glenn L. Martin Co., succeeding **AVCO** **Miles** who has gone to **Thrust** to head the **W. W. Apter & Son** office there. Darrow formerly was assistant-director of public relations for Curtiss-Wright Corp. in New York and before that, was manager of public and internal relations for the Columbia plant.

Wright Corp. in New York and before that, was manager of public and internal relations for the Columbia plant.

Mag. E. C. Schacht has returned to the Civil Aeronautics Administration as chief turbine and jet engine specialist with the general engineering division. While in the Army he spent several months in Germany with Army Air Technical Intelligence collecting data from German experts.

Paul E. Eberhart, executive vice-president of Transcontinental & Western Air, Inc., who was placed on the inactive list as a copilot in the aerial circus, has been awarded the Legion of Merit.

Joe E. Earl has been named vice-president in charge of manufacturing of Pacific Aircraft Corp., Glendale. He had been with E. F. Goodrich as West Coast manager of the semi-conductor and electronic divisions.

William D. Briggs has been named to the president of Atlantic Airlines, Inc. He will be based in New York. Briggs, experienced as commercial pilot, has been director of public relations at Pratt & Whitney, assistant to the first vice-president of Eastern Air Lines, and more recently was president in charge of technicians for Northeast Airlines.

Stanley A. Hubberg (photo) who has been executive assistant to the manager of the Adcock-Guest division, has been named general relations manager of the Atlantic division of Pan American Airways. Hubberg was with the Associated Press for years and then did publicity for Armco & Co. He went to Pan Am from the Ludwick School of Aeronautics where he was vice-president.

R. C. Williams, formerly with Western Air Lines in Los Angeles, has been named representative of equipment and maintenance for Pacific Northern Airlines, Alaska.

E. W. Dwyer has been named vice-president and director of maintenance for Western Air Freight Corp. He formerly was senior field representative of the Douglas Aircraft Corp. and had been with Douglas since 1939.

Daniel E. Shaker has rejoined Eastern Air Lines, Inc., as New York district manager after service in the AAF. He succeeds **James P. Farrell** who has become Eastern's district manager in New York City.

Colonel Arthur, Jr., has appointed **Herbert F. Stredfeldt** as personal director, **Raymond Jones, Jr.**, as New York traffic manager, **Jack W. Davis** as director of station operations, **Harold J. Harkin** as director of the air business, **Forster Griesbach** as supervisor of traffic and **Marion C. Gould** as coordinator of air freight.

Edwin E. Wilson (photo) has been named supervisor of training for Mid-Continent Airlines and **William Waller**, formerly district promoter agent for Mid-Continent, has been named ground waterer. Waller joined Mid-Continent after leaving service with American Airlines and Bristol Airways.

Frederic Dwyer has been named chief system for Continental Air Lines. **Marjorie Hays** will be interim in charge in Denver under the new assignment. **Shirley French** in Tulsa and **Martin Nease** in San Antonio.

Major Gen. Elmer E. Adler, vice-president and general manager of Aerovias Brazil, S.A., has received the Distinguished Service Medal for his achievements as chief of personnel and flying and commanding general of the Technical Air Command.

George Mason, formerly public relations and advertising chief of PCA and on the public relations staff of United Air Lines, has been named director of information for American Locomotive Co. located at 30 Church St., New York.

Earl H. Lenz has resigned as production manager of the Curtiss-Wright Corp.'s airplane division in Buffalo to become production manager of the



DSM AWARDED GATES:

Col Samuel E. Gates, right, Washington attorney, is awarded the Distinguished Service Medal by Lt. Gen. Harold L. George, ATU commander, for his performance as assistant ATU chief of staff, in charge of organizational planning and organization and control of operations. Prior to the war Col Gates was international counsel for the Curtiss-Wright Corp. He was War Department advisor to the Bermuda aeronautical conference.

Twain Coach Co.'s new Buffalo division. He joined Curtiss-Wright in 1939. **Nathan M. Hopkins** also has returned from Curtiss-Wright where he was purchasing agent for machinery. At the Buffalo plant he became district sales manager for the Kase & Rasmussen Co., Syracuse.

TELLING THE WORLD

John H. DeBurger has been appointed advertising and public relations director of Low, Inc. Formerly assistant to the sales manager of the British Aircraft Corp., he served in the aircraft division of the War Production Board in special assistant to the director during the war.

Charles H. Chas. Associates, Inc., has been named to public relations counsel for Piper Aircraft Corp. with **William D. Shindler**, veteran pilot, as account executive. Before the war Shindler was sales promotion manager for Piper. He is a well-known aviation writer.

British Overseas Airways Corp. has published a brochure, "Airline in Action," which tells the story of BOAC in pictures and statistics.

United Air Lines has initiated an intensive campaign to publicize its newly-organized "hourly-on-the-hour" Mailer service between San Francisco and Los Angeles. The theme is "Your World Is Your Travelable" W. W. Apter & Son, Inc., is the agency.

Howell & Co. Graham, New York, has just taken over the account of Registered Travel Service for the Pacific Piper, a New York firm.



Silver Service

From Manhattan to the Rio Grande - from the Great Lakes to the Florida Keys - the Great Silver Fleet weaves a network of swift service over half the nation. Now Eastern Air Lines knots the texture even closer with Lockheed Constellations, powered with Cyclones built by Wright Aeronautical.

WRIGHT Aircraft Engines

ft., overall length of 37½ ft., a maximum gross weight of 5,200 lbs. on a seaplane and 6,650 lbs. on a landplane, a maximum speed of about 145 mph., cruising speed of about 120 mph., payload in a seaplane of about 2,900 lbs. Powerplant is new or used Pratt & Whitney Wasp S83 or T170.

'Sandwich' Materials Under Test at Boeing

Racing engineers are investigating a sandwich-type aircraft material composed of thin sheets of high strength lightweight alloy "skin" with some medium density material.

The unit, according to Wellwood & Emil, engineering and sales vice-presidents, will be a type of aircraft structure that will approach true monocoque—or shell—construction unsupported by such weight-adding members as today's crossmembers, bulkheads, longerons and stiffeners. Under investigation as fillets for an aircraft fuselage are balsa wood, banded hard rubber, banded aluminum or magnesium, glass fiber, plywood, cork and various plastic applications.

P Alined At New Places—The trend-
set is one of a number of "nature-
ly" new structural materials and
techniques that are being developed
for advanced aircraft designed
to travel at very great speeds. 'Real
will be an all-plastic, all-fibero-
wood or all-K-material airplane
since each material has its own
unique application and will be
selected on the basis of suitability for
the specific job.

Problems Cited—Among the problems listed by Reedl with which the structures expert, along with the aerodynamicist and the propulsion expert—must cope during the next ten years are friction-induced high temperatures and high powerplant temperatures, accelerations and decelerations of great magnitude, instabilities against tips now flared out by the earth's atmosphere, and strength to withstand possible collisions with cosmic dusts and jets.

Swedish Firm Converting

STOCKHOLM (McGraw-Hill World News)—Rapidly reconverting to commercial production, the Swedish Airplane Co., whose entire output was devoted to the

Swedish Air Force during the war, has ready for delivery a three-place aluminum private plane and is at work on a 20-passenger strifter which should be ready for test flights within a few months. The three-seater, named the Sefr, with a top speed of 144 mph, cruises at 127 mph and lands at 30 mph. Equipped with retractable tricycle landing gear, its flying weight is 1,200 lbs. maximum cruising range is 655 miles.

New Adjustable Ramp
Manufactured by Martin

A sawn-log landing ramp, adjustable to match deer stile ranging from 28 to 128 inches off the ground, is being manufactured by Glenn L. Martin Co., Baltimore, Md. With several different types of surfaces coming into use, Martin engineers designed the ramp for use at fields served by various models of bumper-alloys.

If aluminum alloy, the ramp is mounted on wheels, can be folded into a near-horizontal position in which the overall height is less than six feet. All steps have the same height: risers 8 inches, but the number of steps can be varied from 11 to 18.

Martin is also constructing several variants of circular-type passifier rings for use with converted C-50s.



Adjustable Ramp The lightweight, aluminum alloy passenger loading ramp being produced by Glass L. Martin Co. can be adjusted so that the top platform is on a level with the door sill of practically any transport plane now in use or planned for the near future.

Indium Bearings Highly Successful

Iodine-treated bearings, a secret wartime development only now revealed, have been standardized in aircraft engine requirements after demonstrating superiority over cadmium-silver-copper bearings in months of operation in high-power combat and transport planes of the Army and Navy.

Dr. William S. Murray, president of the Indium Corp. of America, is credited with the development of this new silver-lead-indium combination.

Function Explained—The silver has properties which resist failure due to fatigue but lacks the strength needed in a good bearing surface. To fill that requirement, a thin layer of lead is applied to the silver surface. But lead is soluble in the acidic acids present or formed in lubricating oils so a thin layer of indium is diffused into it, increasing the strength of the bearing material, preventing corrosion and permitting the bearing surface to retain its oil film completely.

This rare element, named for its indigo-blue spectrum, was discovered in 1869 by two German chemists, Kirch and Bachtin, but its commercial possibilities were not realized until 1912 when Dr. Murray first began experiments. A soft, silvery metal not unlike aluminum in appearance, it is applied to aircraft engine bearings by electro-plating followed by an oven or hot-air heat treatment for about two hours at 355 deg. (F.) which is slightly higher than its melting point.

Stockholders Approve Dissolution of Brewster

Dissolution of Brewster Amusement Corp. has been voted by the stockholders, 487,614 to 5,318. The 368,355 outstanding shares have a book value of \$490 each, Preston Lockwood, president, declines, but this worth may be altered as liquidation begins.

The corporation ceased all manufacturing activities last December, after a stormy wartime life based on labor and production difficulties. In deciding to seek the stockholders' agreement for dissolution some time ago, the directors stated that prospects for the future did not warrant continuation in the aircraft business and that the corporation had no experience in other industrial activity.

When History Repeats Itself... There'll be a royal barge for sale... Cleopatra will have to FLY to catch Antony



Giopponi: the original "Little Egypt" was not above using a few glamorous props (including her own) to lure Mark Antony. But that burg business won't work a second time, for Tony will be thinking seriously about going places with another member... available are like this deal. Swit-

Air travel is becoming more cosmopolitan daily, principally because American aircraft manufacturers continue to strive for greater efficiency and safety in design and construction. Providing designers with the expertise, strength, without weight advantages inherent in OSTUCC Sand Tacking has been, and will continue to be. The Ohio Seamless Tack Company's contribution to the future development of all U.S. built aircraft.



THE OHIO SEAMLESS TUBE COMPANY

[illegible]

Plant and Male Officer
TULLY, OREGON

Engineers Setting Up Own Firms

Before the year ends it is very likely that major aircraft companies throughout the nation will lose many good design engineers who will finance small manufacturing companies and begin production of high-performance aircraft planes which may be sold, ultimately, for \$1,000 or less.

The company set up in Burbank by John Thoma, Lockheed Little Dipper designer, to produce the Sky Shaver is a noteworthy example.

► **Design Trend Area**—Aircraft products set in the design of the Little Dipper may have influenced to a degree the drastic simplification program already being widely publicized by Republic Aviation to reduce the parts of its Super 800.

Should this presently induced trend gain strength, there will be developments for which one should watch.

► **The famed metal fuselage shells** which will be spot-welded to a minimum number of stiffeners, bulkheads, downward pre-formed wing skins of high tensile strength (through bending or other techniques) which will be developed over simple main spars

entering the or no ribs and covered by spot welding, wherever possible of low-cost mass-produced common industrial parts in place of high-cost low-volume specialty aircraft parts, the invention of the instrument field for manufacturers who will utilize new low costs in saving at large volume production.

► **Old People's Yarns**—In line with the foregoing there will be an intense sifting of old airplane patents and structural designs by new and old aircraft designers for their utility for ideas which might be revised and used effectively in new planes.

Thoma, for example, has adopted for his Sky Shaver what a "Tangston aircraft" NACA idea, which he feels will provide his plane with the same strength and low Reynolds number. Similarly, he points out that the fully available horizontal stabilizer, also developed by Lockheed in its Little Dipper, is a production of a principle originally developed in Germany by Dr. Hugo Jacobs and used in a patent covering jet aircraft control issued to him by the United States in 1935. (Patent No. 2,164,636)

associated by the Army, Navy or other owning agency. Goldfly has been serving with the Navy Bureau of Yards and Docks. Ed Gramacki is returning to civilian life.

Three Ex-CW Engineers To Make 'Copper Blades'

Three former Curtiss-Wright aeronautical engineers have established the Universal Helicopter Corp. in Buffalo for the manufacture of rotor blades for helicopter. Gilbert S. Armstrong is president of the company, incorporated with a capital of \$25,000. George P. Martin is vice-president and director of engineering and sales, and Harry J. Dunham, Jr., is vice-president and chief engineer. Walter Armstrong is secretary-treasurer.

► **Worked At Lockheeds**—Gilbert Armstrong, Martin and Dunham recently left the Curtiss-Wright aircraft laboratory to establish the new enterprise which has purchased a factory building on 43-57 Stanley St. The company plans to select leading experts for helicopter blades in the near future on the basis of an-

tal orders from several eastern companies.

The helicopter blades to be produced were developed in the Curtiss-Wright laboratory, Martin said, adding that they are of an entirely new design, of plastic bonded wood with a stainless steel leading edge. He believes that simplified construction will help bring down the price of helicopters.

Depew Leaves WAA

Richard H. Depew has resigned as chief of the aircraft sales section of War Assets Administration and has been succeeded by Raymond W. Phillips who has been an assistant to Depew since last October. Depew who went with the Reconstruction Finance Corp.'s Office of Surplus Property last summer as the understanding he would leave in about six months, will become vice-president in charge of operations for Laidington-Ginsburg, Inc., Saybrook, Conn., aircraft accessories firm.

Harvester Co. To Get Louisville Plant June 1

Plans are being made in Louisville to transfer the Curtiss-Wright aircraft plant to the International Harvester Co. not later than June 1 as a result of the sale of the government-owned property for \$6,700,000.

The plant will be used for the manufacture of farm tractors and is expected to employ about 8,000 people. It was built and equipped by the government at a cost of \$12,900,000 and since last August has been under a \$1-a-year lease to the Laurier-Kraftman (Glider) Corp., St. Louis, which has used it as the third Trojan Horse glider to be made in Louisville.

► **Located At Airport**—The plant has more than 1,000,000 sq. ft. of floor space and is located on the west side of Louisville's Standard Airport. Under the standby defense plan it is subject to emergency use by the government and large-scale modifications is planned.

British Press Research

LONDON (McGraw-Hill World News)—Great Britain has allocated \$112,000,000 for aviation research in the coming year. John Stansbury, Undersecretary for Air, pointed out in his recent report on Air Estimates for 1946-5. He strongly urged that Britain take full advantage of the work of her scientists in the development of aviation science.



Ask the pilot who flies Silvaire and he'll tell you...

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- 3 **Silvaire** is safe. Just at the turret top of today's automobile adds to its safety, the rugged strength of the cowlings safety may claim as the Silvaire is your assurance of maximum protection in all cases.
- 4 **Silvaire** gives higher horsepower per horsepower. Slow, steady landing speed lets you 3-peat it over the roughest airfields. Ample capacity fuel tank gives longer range.
- 5 **Silvaire** is gleaming steel, with an attractively designed and finished interior and instrument panel, gives you luxury floor appointments in your personal plane.
- 6 **Silvaire** with an smooth, streamlined low-drag cowlings and high efficiency wing, operates at a cost per ground mile not possible on a medium priced automobile.

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Direct current GENERATORS

Used singly, G-E direct-current generators satisfy the power needs of the average single-engine aircraft. For heavier loads, on multi-engine aircraft, two or more units can be used in parallel with voltage regulators. The type D-2 is rated 200 amperes at 30 volts and is available with speed ranges of 1100-2000 rpm or 1000-2000 rpm. Type D-1 is rated 300 amperes at 30 volts and is available in speed ranges of 1500-2300 rpm and also in 2000-3000 rpm. Type D-1 is rated 600 amperes at 24 volts with a speed range of 1100-2000 rpm. All have a withstand air-pressure value of 6 in. HgA.

AC constant frequency GENERATORS

Lightweight, low power systems, higher efficiency at high altitudes, are now made possible with G-E 100-cycle, constant-frequency generators. Capacities include 40 kw, 200-120 volts @100 rpm and 20 kw, 200-120 volts, 1000 rpm.

AC variable frequency GENERATORS

G-E makes two sizes of variable-frequency generators—a unit rated 200 amperes, 30 volts ac (16 amperes, 120 volts ac) @100-2000 rpm, and one rated 10 kw, 200-120 volts (100-200 cycle ac) @600-2000 rpm.

Gas turbines

STARTER-GENERATORS

G-E also designs and builds gas-turbine starter-generators which deliver 300 amperes at 30 volts dc, 3200-7200 rpm. As a starter, the unit develops 350 inch pounds torque at 1500 rpm, 240 amperes, 24 volts.

Double-dares VIBRATION!

First

Increases this exclusive quill shaft (1) with its a cushion between engine and generator, absorbing and the external vibration fluctuations in misalignment.

Second

Increases this exclusive friction disc (2) thereby "lets the broken" an external vibration, limiting the vibration which reaches the quill shaft, protecting the shaft against breakage.

Big reason why G-E aircraft generators perform consistently well is the overall protection we give them against the destructive effects of engine vibration. Shielded against a hazard which can—and does—shatter apart less carefully designed equipment, these generators provide a source of electric power you can always depend on. They require less maintenance. Their useful service life is above average. They add an extra margin of safety in aircraft operation.

Whether you want a single, low-output power source for a light plane, or a complex, high-output power system for a heavy, multi-engine ship, you'll be interested in the basic "anti-vibration" features illustrated above.

Besides minimizing the transmission of small but continuous vibrations in engine speed to the generator assembly, the "shock absorber" inner shaft acts as a flexible coupling between the stator and rotor. Unfired inspection of shafts by the Magnaflex method detects and eliminates those with flaws, cracks, or stresses which might create harmful stresses.

Top there, the flexible shaft and the vibration damper (mounted on its driving end), both exclusive G-E features, form a double barrier against harmful vibration in the rotating structure.

*Trademark reg. U.S. Pat. Off.

In addition to these features safeguarding G-E aircraft generators are equipped with mounting flanges, forged of specially treated steel, to absorb pounding engine vibration. Thanks to a unique contour design, this flange is able to overcome high fatigue and noise stresses.

Electrically Sound

Compensated shunt field windings in G-E aircraft generators permit transient overloads and sparkless commutation over the normal rated load range—an important factor in high-altitude operation. Moreover, by silver lining the armature windings to the commutator and using glass insulation and "Formers" wire (insulation), we have raised the safe temperature rating for these generators—done it without increasing their size or weight.

Thousands of G-E aircraft generators of all types were used in the war under grueling service conditions. That they turned in above-average performance records is further evidence of G-E's ability to design and produce designed systems and individual components for aircraft applications. This valuable experience is offered to military builders, engine builders, and operators who are ordinarily invited to consult with G-E on any electrical problem. Approach Dept., General Electric Company, Schenectady, N. Y.

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SPECIAL AIR SERVICES

CHARTER NON-SCHEDULED INTRASTATE

Institute of Air Transportation Organizes as Conference Opens

One-day conference in New York today is expected to draw nearly 100 representatives of unaffiliated passenger and cargo companies; president to be elected.

In preparation for opening today of the largest national conference ever held by the country's Federally certificated passenger and cargo air carriers, the month-old Institute of Air Transportation has already completed its organization, adopted a constitution and by-laws, and elected most of its officers. A president was to be named at the conference.

The meeting at the Waldorf-Astoria Hotel is expected to attract representatives of almost 100 passenger and cargo operators, none of whom hold CAB licenses and therefore do not belong to the Air Transport Association of America. Shipping firms, freight forwarders, and other allied industries will also attend. Many of the delegates are

expected to join the Institute's new original members.

First Meeting.—At the first annual meeting of the Institute, incorporation, a board of directors, by-laws, and a slate of officers were ratified. George B. Boockover, general counsel, was authorized to request CAB to reopen Docket 1581, covering regulation of charter operators, and was also authorized to convene an CAB hearing, now held, on applications for cargo carrying certificates. Hearings on this docket were held last spring and the non-breaking 3-11 final then even reception and growth since had changed the national picture.

To meet the legal counsel, two committees were appointed, on cargo, and charter passengers.

First Officers.—Officers of the Institute are: E. O. Sommariva, executive vice-president, formerly of U. S. Airlines but now full time with the Institute; Hubert Cook of Trans-Marine, vice-president; Gilbert P. Smith, Trans-Marine, secretary; Harvey S. Stevenson, Veterans Air Express, treasurer; George B. Boockover, New York attorney, general counsel.

Directors.—On the board are Thomas A. Carroll, American Air Export-Import; Richard F. Hudson, Veterans Air Express; Edward Jenkins, National Skyway Freight; Thomas J. Kopy, Trans-Marine; Harvey G. Stevenson, Veterans Air Express; Lewis A. Van Zuthen, Willis Air Service; Edgar J. Wynn, Trans-American Airways; E. O. Sommariva, executive vice-president; and Mr. Boockover, general counsel.

To Convene Industry.—Strong emphasis will be placed at today's session on ways and means of cooperating with CAB and CAA. Other subjects include uniform bills of lading, joint maintenance facilities, group purchasing, public relations program, and packaging for air.

Last week the Institute mailed questionnaires to about 100 non-scheduled and charter operators, many of whom are considered potential members, asking for specific data on their services, as to scheduled or unscheduled, passenger or cargo, intrastate or interstate, equipment on hand and ordered, number of personnel, percentage of wartime employed and maintenance facilities.

Results of this survey are expected to be of value to CAB, CAA and others in evaluating that growing branch of commercial air service.

NEW DEVELOPMENTS

Business Soaring, Robinson Reports

ITHACA, N. Y., Feb. earned 1,151 passengers in first three months of this year, will open new routes.

Robinson Airlines, Ithaca, N. Y., completed the first year of its operations early this month carrying nearly 400 passengers a month in its routes between Ithaca and New York City, and Ithaca and Buffalo.

The low fare 1,151 passengers in the first quarter of 1965, President C. B. Robinson reports, with constantly increasing traffic anticipated.



Dial-in Chemical Stability of Oil maintained by constant testing and checking.



BRITISH AUTO ON FIRST AAE FLIGHT

John C. Lambert's American Air Express Corp. opened regular express and cargo service between New York-Boston and Los Angeles-San Francisco carrying a British-built Daimler-Benz Standard auto. J. B. Ferguson, of Ferguson Motors, Inc., Standard dealer in New York, is shown with AAE's chief pilot, Capt. Robert J. Casey before the first take-off by one of the company's four C-47's. The new ship will be added by June. Lambert also proposes five feeder routes, linking 24 key cities to his company's main line.

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MID-CONTINENT PETROLEUM CORPORATION

TULSA, OKLAHOMA

Institute Seeks Highest Standards

The newly organized Institute of Air Transportation, 360 Fifth Ave., New York City, lists industry associations of federally certificated air carriers, includes the following objectives in its constitution:

- Foster higher ideals and ethics
- Capabilities fully into opportunities
- Promote better training and maintenance facilities at airports
- Seek uniform policy on rates, fares and other requirements
- Seek closer relationship between operators and allied industries to seek efficient airport procedures, handling, loading, unloading, to coordinate the air cargo provisions by air-cargo manufacturers, growers, jobbers, distributors and consumers with the advantages of shipping by air
- Encourage better economic packaging
- Work with governmental bodies whether Federal, State or municipal, and airport planning groups, stressing importance of adequate facilities for handling passengers and cargo of the non-scheduled operator, control service and charter operator

- Work with legislative bodies at present and at the future of non-scheduled and charter carrier operations "in order that there may be a greater understanding over a number of legislative of the problems and requirements of air transportation and especially of these groups"
 - Seek smoother operation at airports along routes, seek better rules on insurance, landing fees, and similar matters
 - Build confidence of the traveling public in charter operations, and to promote safety measures
 - Establish and maintain highest standards in maintenance, operation, and airline personnel, with new to increased safety, economy, and better service
 - Promote through public relations good will of airports, for better understanding and cooperation of all interested
 - Encourage and assist in research
- Membership of the Institute will require suitable economic, charter, non-scheduled, interstate, international operations, shipping, revenues, and allied industries

United States, and was organized by John Cardozo, former AAF major, Howard Airt, and Marie Deane, ex-AAF flight instructor.

- **Challenger Air Lines**, Salt Lake City, Utah (AVIATION NEWS, March 17), has begun tentative non-scheduled charter service, supplementing its scheduled Utah flights. The company, which has filed for CAB airworthiness certification, is flying from Salt Lake City to Phoenix, Ariz., in about four hours. A 18-passenger Beech "Bonanza" is being used until additional Beeches are delivered.
- **Pennsylvania Public Utility Commission** has approved application of two support operations to serve its interstate common carriers K. Russell Smith, Forty Post, Pa., head of South Plains Service, is leased for persons and property between Harvey's Lake and other state points. He has operated a charter service since 1931, and owns eight planes. Gay M. Miller, of Miller Aviation Center, Allentown County Airport, Pennsylvania, is approved for charter service while the state

Arizona Ranches Get New Pickup Service

Ranches, schools and communities within a 75-mile radius of Tucson, Ariz., are being given a daily aerial pickup and delivery service by Cooper State Airways, organized by three young combat pilots, William L. Sprick, Allen Thomas and Thomas Moore.

Twenty-five ranches, representing 540 people, use on the rural interstate route which entails 31½ hours of flying.

• **Pack Up! Birds Available**—Pickup units have been installed on the service, consisting of two points carrying a cord attached to break strings. Suspended from the cord is a small canvas container. A weighted hook is lowered from the plane and reaches the service container. As the light string breaks, DeVries are made by dropping a canvas container via parachute.

The service operates from Gillespie Airport, using a Stinson Package up to 100 lbs. are loaded. Time between ranches varies from seven minutes for the longest to one minute for the shortest. Emergency service is being given where the need arises and service is always available to those clients who can reach Tucson by telephone. Routes and Tucson merchants have been quick to respond to the new delivery service. New routes are already being planned.

from every angle

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WORLD'S LARGEST MANUFACTURER OF SIDE-BY-SIDE BIPLANES

throughout the year and seasons when two night-passenger Beachcrafts go into service. Additional routes to be opened this year include Illinois-Fort Worth and Illinois-Syracuse-Albany. The company's CAB applications request all of these services, plus Illinois-Washington, D.C.

- **Columbia Airlines**, Baltimore, has opened twice daily air express service between Baltimore and Hagerstown, Md., with the addition of Chamberland planned soon.
- **Wisconsin Airlines**, Mohawk, Ala., has added a new passenger flight daily between Mobile, Montgomery and Birmingham, Ala., using a recently delivered Lockheed Lodestar. This supplements daily service begun earlier this year between these points and Dothan, Huntsville and Muscle Shoals, Tusculum and Selma will be added when equipment is available.
- **Distal Airlines**, Tusculum, N. Y., has requested state authority to operate daily freight service between Buffalo and New York City beginning about May 15, according to Joseph L. Himmelsbach, president. Two DC-3s would be used as far daily flights.
- **Florida Air Lines** has begun daily passenger service between

Tampa and Miami, Fla., with stops at Orlando, Ft. Myers, Clewiston and West Palm Beach. The company, organized by a group of former Naval Air Transport Service officers, is headed by 36-year-old Gene Collier of Tampa Island, one of the late Herman G. Collier, who invested millions in Florida real estate and business development.

Mr. Collier and Assistant Air Lines will use Cessna and plane to replace them later with 13-passenger Beechcrafts when the larger type is available.

Plantation has an application pending with the Civil Aeronautics Board for a permit to extend the Tampa-Miami service to Atlanta with stops at intermediate points in Florida and Georgia.

- **New Feature**—He added that the new air line plans two novel operating features. Its reservations and tickets will be handled through the Tusculum-Trent Tours but has offices and the ticket price will include the cost of taxi service at both ends.
- **Tennessee Charter Service**, Lanesville, Fla., has started twice daily passenger flights from Lanesville and West Palm Beach to Fort Myers 110 miles across the state twice weekly service is offered to New York. Company has five twin-

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PRIVATE FLYING

More Work Needed To Develop Facsimile Weather Map Network

Aggressive research program necessary if transmission of meteorological data to small airports is to become practical, experimental circuits now are in operation.

By ALEXANDER M. SURELY

Adaptible weather information for the private flyer, furnished over a facsimile weather map network, can be made a reality within a few years, but only if present equipment is further developed through an aggressive research program.

For several years officials of the U. S. Weather Bureau have been conducting a research program on transmission of weather maps by the facsimile process, a method similar to that used in transmitting newspaper photographs by wire or radio.

Began at Washington—The program began with transmission of maps by a telephone line from the downtown Washington office to the Washington National Airport.

Since that time two other experimental circuits have been operated, one in San Francisco, between the municipal airport and Army fields, and one in New York, between La Guardia Field and the city weather office.

Needs Further Development—It is believed that once the experimental development of the equipment to a higher state of perfection has been attained, the service could be provided by the Weather Bureau to small private flyer airports at a cost of \$350 to \$500 for the equipment, assuming that a large number of airports and small fields would use the map service. Presently the receiving equipment would cost probably \$1,500 per airport.

Serious problems which must be answered prior to the setting up of a system of regional weather map networks are the following:

- Where is the money coming from to do the necessary preliminary development?
- Will the government finance the transmission of the maps, or will it have to be done on a fee basis to each airport which gets the service?
- Can the service be made of sufficient use to other businesses be-

sides aviation, so that they too will share in its cost thus reducing the cost per user?

• Will there be enough volume business in sight for the facsimile equipment manufacturers to invest their own capital in development?

• Will television companies, the facsimile outlook by offering an alternate means of map transmission?

Cost Out of Budget—The U. S. Bureau of the Budget, which so often has been a stumbling block to aviation's development by curbing experimental and research programs, appears again in the usual role in the facsimile weather map story. Approximately \$350,000 was set up by the Weather Bureau last year to emphasize its research in this field. But that was mostly lapped out by the Bureau of the Budget when it began consideration of the Weather Bureau's requests.

So if the facsimile map research

is to be continued, on a scale necessary for solution of technical difficulties still in the way of practical use, something must be done to finance it. Either the Weather Bureau must be provided with funds to complete the project, or some other government agency, perhaps CAA, must take it up, or it must be done by private enterprise.

Technical Problems—Manufacturers of the equipment question whether the potential volume in the equipment sales to the near future justifies their expenditures of the necessary development funds. The operators of the small airports for the private flyers are, with few exceptions, not in a financial position to back the experimental program necessary.

Technical problems involved which need additional work are mainly:

- The speed of transmission needs to be increased from its present rate of approximately 10 sq. in. of map per minute.

- Resolution of airports, particularly, will need facsimile weather which are virtually nonexistent, needing very little attention from the airport personnel.

- Additional study of the choice between telephone lines, and radio transmission which would have to use FM (frequency modulation) for satisfactory performance, is needed.

- Good Wx Army—Facsimile map transmission was used by the Army during the war in a move equipped system which required a five-minute time to operate it. It transmitted the maps at about 8 sq. in. per minute.



CANADIAN FOX MOTH:

Deltadaircraft Aircraft of Canada is resuming production on an improved version of its pre-war Fox Moth four-place biplane as well as the pilot seat is a plastic-injection molded cockpit behind and above the passenger cabin. Two passengers (not forward and not fast) it. The cabin floor is reinforced for heavy (freight) and is covered with a carpet. The Fox Moth will hold more than 160 lbs. of freight 375 miles on 25 gallons of fuel and also may be used as an ambulance plane. Powerplant is a 125-hp. Gypsy Major engine. Tiger Moth and other Deltadaircraft components are incorporated in the plane as an advantage in servicing it. Cruising speed is approximately 85 mph. The plane is regarded as especially adaptable for charter flying. It has fittings for floats and skis. The plane sells for \$8,500.

Pilot Left Behind

A slightly damaged wing and tail and a broken propeller were the only accessories which a pilotless lightplane had to show for a recent three-hour flight which ended when it ran out of gas and landed in a plowed field near Lincoln, Neb.

The plane was owned by Clara Ridge Aviation Co., Omaha, and had been taken by one of the company pilots, Glen Robinson, to a firm near Fremont, to give flight lessons. Robinson recently neglected to put his full throttle when he started the prop to start it.

The plane jumped the runway and began to skid. Robinson jumped for the door, but couldn't make it so he could only watch as, with left wing low, the plane climbed in a wide circle, and drifted with the wind. The plane landed in 48 miles away, three hours later.

"It just goes to prove," said William Frazee, Jr., president of the Civil Air Patrol, "that the modern plane will do almost anything."

\$5,000 the first year, including price of the club plane, and \$3,250 a year thereafter for flying time and dues.

New Work for CAA—Many of the potential club members are engineers who will provide the administration with a first-hand laboratory experience in operations of low-cost flying clubs. Demands for additional facilities for the private flyer in the Washington area were voiced at the meeting. Charles E. Plowch, chief of the CAA press section, acted as chairman.

Six Canadian Distributors Appointed By Republic

Republic Aviation Corp. has announced appointment of Curtiss-Road Flying Service, Ltd., Montreal, as distributors for the Stinson amphibian for the Province of Quebec.

Other Canadian Stinson distributors include: Poirer Bros. Ltd., Nova Scotia, for the three maritime provinces; Levesque Bros. Air Services, Ltd., Toronto, for Ontario; Donald Aviation Co., Ltd., Edmonton, for Alberta and the Northwest Territories; Air Commodore E. L. MacLeod, Vancouver, for British Columbia; and Clyde G. Wren and Co., Whitehorse, for Yukon Territory. Distributorships for Saskatchewan and Manitoba still are unfilled.

Washington Conference May Bring Further Revision of CAR Part 03

May 6-8 meeting of CAA officials and AIA Airworthiness Requirements Committee, open to engineers from all lightplane manufacturers, will provide first group discussion of new regulations.

Further revision of Civil Air Regulation Part 03, dealing with airworthiness requirements of non-transport aircraft involving personal planes, are likely to develop from a engineering conference between CAA and industry representatives in Washington May 6-8.

The meeting has been opened to engineers of all lightplane companies by its sponsor, the Airworthiness Requirements Committee of the Aircraft Industries Association.

First Chance For Showmen—Inexperience of the manufacturer first in the fact that it is the first opportunity for industry opinion on the new Part 03 since it was placed in effect last November.

During the first six months need for clarification of a number of provisions have arisen. Also a number of the manufacturers have developed proposed alternative procedures which they believe would simplify or improve the original regulation, or the interpretations which have been placed on a by CAA.

Conflict With PICAO Decisions—There also are some discrepancies between Part 03 and parallel, earlier related requirements which are set up in tentative PICAO decisions. The manufacturers are seeking a clarification of one set of requirements.

Session chairman will be Rogers W. Noens, chief engineer, Leconte, George W. Lanchester executive engineer, Fairchild, and Ray Sherman, chief engineer, Aerocraft.

Topics Outlined—Among questions to be discussed are:

1. Manufacturer's eligibility for CAA production certificate.

2. Manufacturer's designated factory inspection and designated engineering representatives.

3. Delay in issuance of summary of requirements laid down by federal authority for aircraft under required agreement.

4. Will proposed Part 17, which provides for certification of aircraft instruments for instrument flying, result in higher prices on instruments.

5. How can paper work and time

delays in transferring new plane titles (from manufacturer, to dealer, to customer) be reduced?

6. Will CAA issue simplified structural requirements (involving an extra penalty in weight) which were drafted some time ago?

7. Will the CAA flight test station by non-transport planes be made consistent with those proposed for similar aircraft in the tentative PICAO decisions? (Reducing maneuvering load factor to 2.5 limit with addition of 1 to 50 ft. per sec. load requirement).

8. Is the new tail load requirement in Part 03 satisfactory?

9. Standardized procedure for approach to stall.

10. Standardized procedure for take-off and landing over 50 ft. obstacle for certifying performance,

Roger To Learn

One of every four adults in the U.S. would like to learn to fly, according to Dr. George Gullotta poll for the American Institute of Public Opinion. The poll, based on a nation-wide questioning of individuals representing various groups, showed that those who wanted to learn would be willing to spend on the average about \$100. Just market for light aircraft was being asked in the 20-30 years age group of males approximately half wanted to learn to fly.

In the 30-40 age group 80 percent wanted to learn, while in the group 50 and over only 4 percent wanted to learn.

Wife Offer Better Possibility—Of more interest, 92 percent wanted to learn, showing that they offered a better prospect for instruction alone than a woman. Only 35 percent of whom wished to learn.

including use of flaps and retraction of landing gear.

Flaps, Weight Invited To Assist—CAA Administrator W. A. Loftis and CAA Chairman L. Welch Pope have been invited to attend the sessions and participate in discussions.



WHEELER III-A:

Sketch of the Wheeler III-A, four-place, all-metal, pusher personal plane was under construction by Propert Private, Inc., Tacoma, Wash. (Aircraft News, April 1) shows new business design, front triplane landing gear with fairings, and other features of the plane. Powerplant, a F10-60 four-cylinder engine, is expected to provide 120-mph cruising speed, and 125-mph top speed, with 30-mph landing speed.

Airport operators and private flyers who have attempted to place their aviation activities without the aid of weather information have been valuable a system of national weather maps, forecasting approaching weather in their particular areas, would be to their own home airports.

Currently most private flyers are limited to the weather information which may be gleaned in a brief telephone call to the local weather bureau, or they make it, or to a bulletin obtained from a similar telephone call, posted at their airport by the operator.

Would Aid Flying—Weather is immediately one of the biggest obstacles in the progress of personal aviation, and part of this obstacle can be eliminated if the small reports and the private flyer can be supplied with accurate, complete, up-to-date weather information.

Consultants Urge 15 Fields For Baltimore By 1950

Recommendations for 15 private flyer airports in the Baltimore area by 1950 and 25 by 1960 have been made by the city's consulting engineers, Whelan & Nequardt, Green & Co. and associates. Nearly all of the fields are expected to be developed by private capital.

The engineers believe the city will have discharged its obligation to aviation by development of the big new Friendship Church site for a commercial airport, and by making available the existing abandoned airport to private flyers. Currently the city has only three Class I airports.

See Many New Plans—They estimate that the number of private

planes in the Baltimore area will reach 4,500 by 1950 and 7,500 by 1960.

The report recommended general locations for the additional private flyer fields, based on aircraft ownership, available sites, existing travel routes, and existing public transportation, but said selection of actual sites would be contingent on many factors and should not be made too far in advance.

Michigan Air Department Takes Delivery Of Stinson

The Michigan Department of Aeronautics has purchased and received a new Stinson to be used in connection with the revival of the state's marker program in the state. The plane also will be used to fly into small and unimproved airports for inspection and to work on airport development programs. Col. Ralph E. Evans, state director, announced.

It is campaigning to have at least 300 Michigan towns equipped with the immediate future as a safeguard to the private flyer, and a sufficient number of the department in determining the type of marker to be used by a particular community.

Washington, D. C., Meeting Shows Interest In Clubs

Indications of the growing interest in flying clubs was a recent arrangements meeting among Washington government employees and other would-be flyers.

Of 180 persons attending the first meeting, 40 signed blank registration cards to spend a total of



AIRPARK SEMINAR ECHOES:

Widespread interest in the recent Los Angeles AirPark Seminar for club and political leaders of the area has led the Southern California Chapter of NAA, which sponsored the meeting, to distribute a booklet digest of seminar discussions to 1,200 West Coast political and business individuals for a recent dinner discussion of the seminar.

At a recent dinner discussion of the seminar, was used to illustrate the interest in the meeting. Grouped at the speakers' table, above, left to right: Col. Joseph F. Morrow, North Region NAA director, Raymond Dewing, former developer of multi-national aircraft, V. A. Remmer, NAA chapter president, Richard Dick, acting flight manager, Western Air Lines, John H. West, past chapter president and seminar speaker, and Jan Hall, film star.

Aerona Booklet Outlines Club Setup

Recognizing the growing trend toward establishment of flying clubs by persons who first frequent flight meeting rates too high, a pamphlet just published by Aerona Aircraft Corp. describes the advantages of a flying club and suggests a plan of operation.

Using the \$2,395 Aerona Chaparral as an example, the booklet shows how a club of 20 members can purchase a new plane for a down-payment of \$34.25 each and 12 monthly payments of \$7.04 each to cover insurance and finance charges on the unpaid balance. A charge of 10 per cent. plus coverages and oil, maintenance, storage and overhead.

► **Formal Goals**—Also included in the following formula for forming better requirements per member, regardless of price or number of club members.

► **Divide** price of new plane and equipment by three. Divide result by number of club members to obtain downpayment for each member.

► **To determine monthly payment** for each member multiply price of plane and equipment by 0.05943, and divide result by total members



\$3.80 PER FLYING HOUR:

Oldest flying club in Atlanta, Skyclub, Inc., with 15 members, plans to operate its new Skyplane for \$3.80 per flying hour which will cover fuel, oil, routine inspection, repair, overhead and hangar rental. Since 1937 the club has flown more than 1,500 hours without personal injury, and with a matched landing over the worst damage. The Skyplane is the club's fourth plane. Members include several members of the Georgia Tech School of Aeronautics faculty. Completing delivery on the new plane (above) are, left to right: Prof. J. A. Bruckner, club secretary, Chas. Gibson, Atlanta manager for Southeastern Air Service, Skyplane distributor, Ben Coop, Jr., club president, and Richard T. Adair, Jr., club treasurer.

Shipping of 'Knocked-Down' Planes OK'd

Real or truck shipment of new personal-type airplanes is "knocked-down" form for assembly and test flight at destination plants is expected to be used more frequently as the result of a new CAA regulation change, effective last week.

T. P. Wright, Chief Aeronautics Administrator, explains that the change is designed to reduce costs for the manufacturer who heretofore was required by CAA to assemble each plane for test flight and then disassemble it for shipment.

► **Formal Branch Assembly Plants** will also make it possible for manufacturers to set up branch assembly plants at convenient distribution points, to which they may ship parts or sub-assemblies from the main plant.

All the branch plants the assembled planes will be inspected by CAA-designated flight representatives and will be held back until standards as rigid as those required at the main plant.

► **Service Used by Auto Fabricators**—The system of branch assembly plants has been widely used by automobile manufacturers, because of the saving effected by shipping parts instead of completed articles.

Another advantage of this system is that the manufacturer is assured that the plane is not registered in his state at the main plant, but is registered in the state of the distributor or dealer who assembled, or perhaps even of the aircraft buyer; thus saving a step in the process of registration—a lengthy process.

Hallcrafters to Supply All Radios for Seabees

Hallcrafters Co., Chicago, last week announced it had signed a contract with Republic Aviation Corp., Farmingdale, N. Y., to build all the two-way radio-telephones for the four-phase Seabee amphibious. The contract was described as

the largest post-war agreement between a plane company and a radio company in the personal aircraft field.

The Seabee, under the contract, will use as standard equipment the Hallcrafters Skydome CA-7, a transmitter weighing less than 1 lb., and designed to be free from ignition noise without expensive shielding.

The contract was negotiated by Alfred Marlow, Republic president, and James Radin, president of National Aeronautical Corp., Camden, N. J., consulting engineers and national aviation representatives in Hallcrafters.

U. of Oklahoma to Get Norman Naval Air Base

The University of Oklahoma probably will obtain control of the big Norman, Okla., Naval Air Base in the near future.

The University plans to use the airport facilities including the landing apron, control tower, hangars and shops for the training of pilots at the university school of aeronautical engineering and to provide the city of Norman with municipal airport facilities.

Exclusive Contract Closed

Gilbert Aviation Corp., of Rockville, Md., recently completed its exclusive aircraft sales rights at Roosevelt Field, Mineola, N. Y., with an arrangement to develop and market exclusively its aircraft display program.

U. S. Aviation Underwriters N.Y.C. Office Recognized

United States Aviation Underwriters, Inc., has announced recognition of its Eastern department in New York. Headed by James R. Gougeon, it will have a staff of 35 assistants including seven pilots recently discharged from the armed services.

USAU includes 81 American stock companies, 47 fire companies and 14 casualty companies. Its members write all forms of aviation insurance: Collision, World War I pilot, has been in the insurance business since 1928 and in aviation insurance since 1936. It was to have an appointment he had been president manager for the group.

Reber Named Commander Of Pennsylvania CAP Wing

Carl A. Reber, Lincoln Park, Pa., has been named commander of the Pennsylvania wing of the Civil Air Patrol, and advanced to the rank of lieutenant colonel. Formerly state CAP executive officer, he succeeds Lt. Col. Philip H. Newberry, Altoona, who retired to turn over the duties to a person who could devote full time to the AAF auxiliary.

Reber plans to name state headquarters from Harrisburg to the 10-12th, Munhall, Pa., as soon as facilities are available. He began his CAP career as commander of the Reading CAP reserve service which was started early in the war.

British Company Offers Two Lightplane Engines

New international competition for American lightplane engine builders is offered by the Masson Motor and Engineering Co., Watford, England, which has announced development of two new four-cylinder, horizontally-opposed, air-cooled, direct-drive engines of 74 and 106 hp.

Both engines are in the prototype stage and the 74-hp unit will soon be test flown. Both units will go into production soon. Either is adaptable for use in a helicopter or to drive a propeller, or may be furnished with an optional shaft, preferably for mounting in a wing nacelle.

► **Dimensions**—Green—Overall dimensions are length 24 1/2 in., width 22 5/8 in., height 37 1/2 in. Maximum dry weight is about 140 lb. Maximum gross weight is 230 lb. Cranking gear is given as 1,200 to 1,300.

Briefing For Private Flying

Aircraft Industries Association, which probably should have better than any other source in the country, predicts total production of personal planes for 1949 will be approximately 16,000. Material delays and strikes are factors which may prevent the manufacturers from turning out this volume of planes. Manufacturers now have on hand more than 24,000 orders for personal planes, with additional orders coming in daily, the association reports.

► **120 MPH WITH TWO STOPS**—A flight of 1,163 miles in 9 hrs., 40 min., with two stops for fueling included, is a very respectable record set by a Cessna Model 140 last week. The flight was a delivery from Wichita, to Glen Burner, Wis. Pilot was Alan Balfanz and the flyers were John Morris, vice-president of Standard Air Service Corp., and Bob Dawson, flight instructor at Glen Burner. They left Wichita at 9:45 a.m. (C.S.T.), and landed at Glen Burner at 10:45 a.m. and landed at the home field at 4:25 p.m. (C.S.T.), which figures out to slightly over 120 mph, average speed for the elapsed time. Maybe that doesn't sound like much to an ex-fighter pilot but it is fast enough for a conventional high-wing strut-braced monoplane with fixed landing gear and 15-hp engine. And it's a well-earned accolade for an automobile road speeder to prove the light plane's practical utility. The plane was the 20th to leave Cessna's production line, indicating that the Wichita company is fast moving into production and catching up with some other companies which had a considerable head start.

► **CHANGES NAME**—The firm of Taylorcraft Aircraft Ltd. (England) recently announced change of name to Aviat Aircraft Ltd. The firm began business pre-war by licensing the American Taylorcraft lightplane design, but from it has developed a somewhat different British lightplane, the Taylorcraft Aviat, used in a wartime military version as a liaison plane and now being marketed to a civilian and personal plane. There has been no direct financial connection between the British and American companies for several years, it is understood.

► **FOR GOLF AND ALI**—Robert F. Lybeck, general chairman of the New England Light Plane Tour, June 15 to 15, beginning at Presbury, N. Y., and flying to all six New England State capitals as well as other cities, wants it generally understood that participation in the flight is not restricted to New England flyers. Plans and plans come from anywhere are welcome to participate. They should register in advance of the tour dates with the New England Aviation Travel Association, Newbold, Mass., for accommodation. Lybeck says that somewhere the businessmen has developed that the tour is only for New Englanders, and he wants to correct this mistaken impression. A number of non-Englanders are planning to and are pleased to participate, and he is assured it will hold at least six and possibly more of his own models.

► **FLIGHT PLAN SERVICE RESTORED**—CAA has announced resumption of its permanent practice of accepting flight plans from any pilot who wishes to file one. Filing the flight plan assures the pilot that if he fails to arrive at a destination on schedule search and rescue procedure will be started promptly. Pilots who file flight plans agree to send back arrival reports when they reach their destinations. If the station holding a flight plan does not receive an arrival report within one hour, after estimated time of arrival has passed, the station must take the necessary action. One hour later the query is repeated, and an alert notice is sent throughout the area. If no word from the pilot is received in three hours, search and rescue missions are sent out. Importance of the pilot sending back his arrival report is emphasized by a \$25 fine which CAA assesses for neglecting to complete this task. It is pointed out that failure to report arrival may start a costly but unnecessary search.

► **BLACK-FLY PLAN**—Plans to cut down reckless flying in the San Diego County area by banning reckless pilots from use of aircraft at any field in the county have been announced by the county Airport Owners and Operators Association.

—Alexander McIlwaine

U. S. Junior Chamber of Commerce Broadens Aviation Referendum

Poll sent out to nearly 1,000 chapters contains six questions instead of the single one planned when participation was being considered by Air Transport Association.

By MERLIN NIKEL

The United States Junior Chamber of Commerce, in selecting aviation legislation as the subject for its first annual referendum has gone beyond the single question. (Of commercial Federal jurisdiction over commercial air operations) which was contemplated when the airlines were considering participation in the poll some time ago.

The referendum, sent in groups, contains six questions, including legislation of three base operation, contract carrier and other subjects. The nearly 1,000 Junior Chamber chapters throughout the Nation are being asked to signify by April 19 whether they are for, against, or non-committal on the following:

- 1. In general legislation by CAB, including scheduled airlines authority, air rights and subsidies to make their operations "uninterrupted."
- 2. Federal exclusive operation providing interstate service to the public to be operated by a single Federal entity, available with a minimum of Federal aid, and without national air strikes, except as necessary for safety of air traffic.
- 3. Federal control air carrier to prevent up to 100% of scheduled airlines authority, air rights and subsidies to make their operations "uninterrupted."



CONSTELLATION GROUP PICTURE

The "grand old" of Constellations at the Lockheed plant in Burbank, Calif., shown in the foreground, one of 30 Constellations ordered by Eastern Air Lines. The four beyond it carry the colors of Pan American Airways, and that at right (background) is marked with American Airlines' orange

New Maps Planned

The Civil and Great Lakes Survey is working on charts to show location and elevation of all obstructions around proposed U. S. airports, with plans to have them available for all airports used by scheduled air services.

Already available at 60 cents each from the Survey (Washington 25, D. C.) are charts of Lake Taub, Dallas, AAF Field at Galveston and Midway International Field, Minneapolis. To be completed early this month: National Airport, Washington; Lindbergh Field, St. Louis; Municipal, Indianapolis; Wheeling, West Virginia; Fort Worth International, Brownsville; CFB, New Orleans; Corpus Christi and LaGuardia, N. Y.

1. Scale is one in to each 1,000 ft. 2. All obstructions within 10 miles shown above an approach grade angle of 60-1, covering the area within three miles of each end of each runway.

was to continue two years and cost \$12,000 of which AIA and ATA each would contribute half, or \$6,000 a year apiece.

As part of the referendum, the Junior Chamber planned, with ATA financial support, a referendum to all chapters based on opinion from its members of transportation on the question of State and Federal vs. local Federal jurisdiction over the air carrier.

1. Both Dropped Out—The referendum period came along, however, and AIA decided not to take part in support of the other organization. The suggestion was made that ATA assume the entire \$12,000 obligation, but the association rejected it after plans for the referendum had been discarded.

The Junior Chamber, having announced that the referendum would be held, is proceeding with it while the air carriers wonder what the answers will be to the last five questions on the ballot.

Sanitary Regulations Due

Sanitary regulations for airline planes, being developed by the Public Health Service and Air Transport Association, will be completed in the next few weeks. Meetings have been held in San Diego and much more is planned soon. Regulations will deal mostly with preparation at board air service in flight, and waste disposal.

Move Underway in Senate to Curb International Jurisdiction of CAB

Sen. Brewster announces he will introduce measure to define board's powers under the 1938 Civil Aeronautics Act; McCarran plan for treaty classification likely to be abandoned.

A move was afoot in the Senate Commerce Committee last week to restrict the jurisdiction of the Civil Aeronautics Board over international aviation through a Congressional resolution defining the Board's powers under the 1938 Civil Aeronautics Act.

Sen. James Brewster (R., Me.), long-standing advocate of a "closed door" air policy, announced at a hearing after a discussion with the committee's chairman, Sen. Joseph R. Easton (D., N. C.), that he would propose such a resolution.

1. McCarran Plan—One indication was that the plan previously put forth by Sen. Pat McCarran (D., Nev.) to restrict CAB activities in the foreign field by requiring that all international agreements take the form of treaties—which would limit switching jurisdiction over international aviation from the Senate Commerce to the Senate Foreign Relations Committee—would be abandoned.

The Budget Bureau, which speaks for the President, registered its opposition to the McCarran proposal to limit CAB.

2. Scope Undetermined—The scope of the proposed Brewster resolution was undetermined. But it was generally understood that the resolution, though an interpretation of the Act, would authorize that CAB could approve operating rights within the U. S. by foreign carriers only after public hearings and consideration of the factor of public convenience and necessity.

Key questions revolving around the proposed resolution were: Would it be retrospective, invalidating the Bermuda and other international air agreements under which foreign operating rights were granted without public hearings? Or would it apply only to the future issuance of international aviation? Would the resolution be drawn up as a Senate or a joint resolution, the latter requiring concurrence of the House, as well as the Senate, for enactment?

3. Agreements Criticized—At last week's Commerce Committee session, McCarran's resolution was criticized for its tendency to restrict the operation to the Ber-

ma-type air agreement. The group was:

Association of American Airlines, represented by James H. Fletcher, vice-president; Air Line Pilots Association, represented by David Robinson; the Brotherhood of Railway Clerks, representing Clerks, Progress Workers, Engineers and Station Employees; a membership of 500,000, represented by Hartman Barber; the National Groups, represented by Frederick Bruckner, and the International Association of Mechanics, with a membership of 700,000.

All agreed that the Bermuda air agreement and all other "logically ordered air agreements" be re-negotiated.

4. Full Hearings—The primary contention of the resolution was that foreign airlines should be awarded operating rights in the U. S. only after public hearings before the CAB at which interested American organizations could express their views. A similar position already has been taken by the National Federation of American Shippers and several railroad labor groups.

UAL Maintenance Work To Be Centered on Coast

United Air Lines evidently will concentrate all its maintenance work at San Francisco because out-

of long-range equipment requires that such a base be at one end of the company's international route. In announcing the decision, W. A. Patterson, UAL's president, said the move eventually would mean tripling personnel and non-replicable facilities at the San Francisco shop, making employment in approximately 3,000 persons and space to 500,000 sq ft.

The plan will draw a major economic blow to Cheyenne, which will lose between 1,500 and 2,000 UAL shop employees, although United officials stated the shift would be gradual and would not begin to have notable effect for a year or more.

Redfern Heads Committee To Boost Tourist Trade

M. F. Redfern, secretary of the Air Transport Association, is chairman of a temporary committee at work on a program for promotion of world tourist and business travel through removal of unreasonable travel restrictions. First meeting was held March 27.

Vice-chairman is Alton R. Roth, president of the National Federation of Shoppers. Other groups represented are travel agents, the American Automobile Association, National Education Association and American Hotel Association.

Bogota Route Opened

CAJACAR Venezuela (McGraw-Hill World News)—Direct air service over the mountainous country between Caracas and Bogota, Colombia, now has been established by both TACA and Avianca. Flights leave twice a week in each direction. The trip takes about six hours.

Board Acts To Speed Route Cases

Measures to modify functions of Public Counsel, proposed with intent to expedite and establish closer liaison between the Board and its divisions have been adopted by CAB as first steps in a new program, to expedite route case decisions.

1. Public Counsel will continue to participate in hearings before the board, making no developing an adequate record through introduction of witnesses, but in briefs and oral arguments before the Board he will be confined to legal advice questions in case of appeal. He will not, except where specifically requested by general counsel, be concerned with selection of carriers or with questions of Board policy. The change was suggested by the general counsel's office.

2. Briefs To Be Cut Down—Except in cases where the Board is asked to enter into a new route, the briefs to be filed with the Board will be streamlined. CAB members will be confined to briefs of the Board's reasons and efforts to keep currently informed on the functioning and progress of the respective divisions.

Air Service to Reach 'Grass Roots' Soon

At least 280 more modern-sized communities will be on scheduled lines in next 12-15 months.

By CHARLES L. ADAMS

Air transportation will permeate the "grass roots" of the nation as the scheduled airline and, for the most part, on an experimental basis during the next 12 to 15 months when at least 280 modern-sized communities not now being served become scheduled stops on certificated airlines.

Forty-two of these points were first placed on U S air maps in the recent Rocky Mountain and Florida feeder domains, and scores more will be designated when CAB certifies additional carriers in new areas made ones still pending. Seventeen other cities have been authorized stops for some time, but as of April 1 service was either suspended or not yet inaugurated.

Service Points Reach New High.—On April 1, certified U S air line points actually receiving service reached a new high of 221, including 60 communities on All American Airlines' pick-up routes. Ten cities without scheduled service on Jan. 1 were added by the airline's carriers in the first three months of this year.

A glance at the present airline map will show few small cities among the 227 receiving scheduled service. In this vast majority of cases today's typical airline community is an important trade center with a population well over 25,000 in many instances, the actual 606 points receiving airline service will have populations averaging considerably under 25,000, as evidenced in CAB's Rocky Mountain and Florida new domains.

New Routes Authorized.—Five routes granted in May Wilson, Ore., Denver, include 22 different points, 16 not previously on certificated airlines. The great majority of these 16 communities have populations below 5,000, ranging in size from Provo, Utah, 15,071, Boulder, Colo., 12,824, and Gallup, N. Mex., 7,041, to Grand Lake, Colo., 669. Aggregate population of the 16 points, according to the 1949 census, is under 100,000.

The three routes of Bonanza Airways, Inc., Las Vegas, Wyo., include 16 different points, 11 of which were previously off the airlines. These 11 communities vary in size from



Florida Domain: Orlando Airline's recently-authorized feeder routes connecting Orlando, Jacksonville, Gainesville, Tallahassee and other Florida points are indicated by dash line. Extension of National Airlines' AM 39 from Pensacola via Tampa to Miami, establishing an important air link across the Gulf of Mexico is also shown. Possibility of a New Orleans-Tampa service is indicated. Panama City, Fla., and Valdosta, Ga., are also AM 39 intermediate points.



Rocky Mountain Domain: Map of the first area feeder line network authorized by CAB shows routes of Ray Wilcox, Inc., extending from Denver to Salt Lake City and Albuquerque (solid line), Denver-Chengone-Salt Lake City-Billings routes of Bonanza Airways (dash line), extension of Island Air Lines' AM 39 beyond Rapid City, S. Dak., to Sheridan, Wyo. (dot-dash line), and Western Air Lines' new stops at Jackson, Wyo., and Logan, Utah, on AM 19 (dotted line). Thin lines show established air carrier routes.

Greely, Colo., 13,989; Colfax, Colo., 12,331, and Laramie, 10,627, to Cheyenne, Wyo., 1,627, with total population below 75,000.

Orlando Airlines, Orlando, Fla., will serve 16 points, seven being placed on a certificated route for the first time. Largest of the seven is Gainesville, Fla., 12,157. Total is under 40,000.

New Points For Major Lines.—Eight other intermediate points on routes of Western Air Lines and National Airlines were certificated for the first time in the two new domains. Population of the two cities on National's route totals less than 35,000, and the six on Western's aggregate about the same.

To some degree, the new airline communities in the Rocky Mountain and Florida areas are smaller than may be certificated in the Middle Atlantic, Great Lakes, North Central, New England and other domains; however, the contrast with the size of presently-authorized points will remain.

CAB Bookish.—CAB has expressed doubt on several occasions concerning the traffic handling capabilities of the smaller communities, which have shown what the Board describes as "excessive air demands." Population of the two cities will have the three-year period of the federal's temporary certificate to convert their position.

meaning principles of this document with the long name that the U S Committee will make recommendations to PICAQ. Where changes in U S law appear advisable, suitable recommendations will be brought to the attention of the appropriate committees of Congress.

Changes Likely To Be Asked.—There appears no doubt that the Committee will consider necessary some changes in the laws upon which international travel regulations are based. The group also feels it is significant that when representations along these lines are made to Congress, they will come from nine separate agencies and government departments, working as one.

The major for additional post-official office recognition giving importance of having the agencies in more contact of population where travel originates. Possible locations are Chicago, New Orleans, and perhaps San Angeles. In some instances recommendations may coincide with cities that have been named certificate for U S common carriers.

Simplification Seen.—Topping all in public interest among the several objectives sought is a proposed "international travel card," which once issued to a qualified citizen of any country, would admit him readily to any other. The Air Transport Association, strong supporter of the "border program," is inviting further transportation to pass this move.

The multiplicity of forms of varying content, arrangement, and different sizes and colors, submitted in

Committee Seeks Simplification Of Passport, Customs Red Tape

Representatives of nine U. S. agencies will recommend legislation to Congress, and determine what this country shall propose to PICAQ, to speed international travel.

A special Facilitation Committee working simplification of standards of admission of passport and customs procedures will make recommendations to Congress on legislation required to realize these goals.

The Committee is meeting at frequent intervals to determine also what this country shall propose along such lines to PICAQ.

U S Passports Office.—As an interim measure, it is suggesting to the State Department that more passport agency offices be set up. Passports now may be obtained only at Washington, New York (two offices), San Francisco and Miami, and the Miami office, it is understood, soon is to be discontinued.

Members of the Committee are hopeful they can minimize age-old delays of international travel and traffic to keep pace with development of international air transport. Agencies represented on the group are State, War, Navy and Post Office Departments, CAB and CAA, U S Public Health Service, Department of Interior's Immigration and Naturalization Service, and Treasury's Bureau of Customs. W. A. M. Bayne, Assistant Secretary of Commerce for Air, is chairman, Josh Lee, CAB member, is vice-chairman, and Selig Altschul, CAB member, is secretary. The group is sending its recommendations to the President in a document

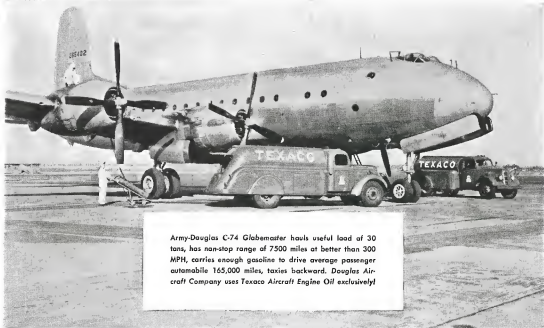
known as *International Standards and Recommended Practices on Customs, Immigration, Security and Related Matters Facilitating International Air Transport*, produced by the joint effort of committee on aviation border agencies representing all members of PICAQ at sessions of that organization's Division on Facilitation of International Air Transport.

It is in seeking means of simplification of



UNITED EXPANDING TRAFFIC OFFICES:

United Air Lines is spending about \$250,000 to expand and relocate traffic offices on its system and is adding plans to open offices in 10 off-system long travel centers. Danger will be smaller. Extensive plans of the Chicago office, for which new space recently was found, is shown above.



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